

NO MORE FREE TEA ON JAPANESE LINERS

Company Cuts Out Entertainment of Visitors.

TOKIO, Sept. 15.—There will be no more free tea, cakes and cigarettes on board the Nippon Yusen Kaisha's steamers for visitors who see friends ashore. This decision was taken by the officials of the company in the interest of economy, as it costs the company something over \$100,000 a year for this particular form of entertainment.

Better rapid transport facilities in Tokyo were practically assured when the local municipal council approved the street car estimates, which contemplate the expenditure in six years of \$72,000, which is to be raised by loan. The proposition will now go before the municipal assembly, and if finally passed the funds raised by the loans will be used to build 1,200 bogie type tram cars and fifty miles of new track.

SO. AMERICAN BANK DIVIDEND

The Anglo-South American Bank, Ltd., has declared a dividend less tax of nine shillings on 722,904 old shares of stock and seven shillings 2½ pence on 150,000 new shares, making a total dividend of 15 per cent. for the year, according to a cablegram received at the local office of the bank from the head office in London. It is also announced that the bank has placed in reserve 150,000 pounds, making the reserve total of the institution 2,550,000 pounds.

PAN-PACIFIC UNION MAY TAKE IN JAPAN

Promotion of Branch Is Discussed at the Peers Club in Tokio.

TOKIO, Sept. 15.—Preliminary impetus was given here to a movement which will probably result in the early promotion of a Japan branch of the Pan-Pacific Union and the accession of Japan to the long list of Pacific countries already represented in this union. It is confidently expected that Premier Hara will accept the vice-presidency of the Japanese branch.

Those who were present when the plan was discussed at a luncheon in the Peers Club at the invitation of Alexander H. Ford, secretary-director of the Pan-Pacific Union, included Prince Tokugawa, American Charge d'Affaires; Edward Bell, Mexican Charge d'Affaires; S. N. de Alva, Viscount Taira, Mayor of Tokio, several members of the visiting American Congressional party and members of both houses of the Imperial Diet, as well as prominent business men, scientists and officials.

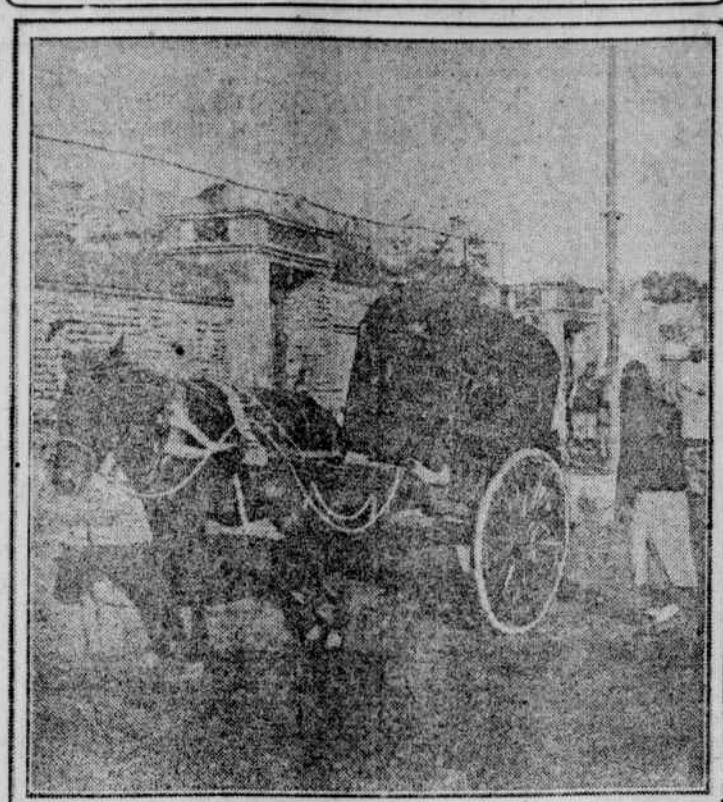
During the discussion Mr. Ford described the present stage reached by the Pan-Pacific Union and some of its aims and hopes. He said it was a union of the leaders of thought of the Pacific countries and its base was scientific, and not the least of the services which he hoped it would render to the Pacific nations would be a scientific investigation of their problems.

"Immigration," he said, "for example, which the Japanese and Americans were in the habit of regarding as their own special problem, was, as a matter of fact, a problem which affected other Pacific countries. There was no race prejudice alone, and therefore there was every reason to hope that a scientific study of the conditions of the Pacific and the capacities for receiving immigrants, and the extent to which they needed protection against immigration was likely to be of great service."

Representative John H. Small spoke heartily in cooperation and support of the Pan-Pacific Union. Viscount Megata said it was a striking scene for the peace of the world when they found a company of representative men sitting around a table considering means of preserving the peace of the Pacific. They ought to get together more and more closely. "There is no need of European Powers in the Pacific," he said.

Representative Leonidas P. Dyer briefly and eloquently declared that the United States had but one interest in the peoples of the Pacific and the far East, and that was their welfare. "There is nothing that we want in the Pacific and the far East except the friendship of their peoples," he said. "We have no official messages to give or receive, but if we can help the people of the United States to learn how nobles and how splendid are the aspirations of the people of Japan we shall count our visit a successful one."

The Pekin Cart Built for Discomfort



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Since the arrival of the advisers several conferences have been held, which were attended by the members of the Commission on Railway Technique, various officers of the Ministry and the officers of the various railway lines, with the result that considerable progress has been made.

The civil engineering section, to date has held two conferences, at which many questions were discussed relating to clearances, the design of road bed, ballast, sleepers, designs and specifications for switches and designs and specifications for bridges. Two conferences have also been held by the mechanical engineering section, at which consideration was given to freight car capacities and to the various details of freight car construction. A conference was also held by the Traffic Section, which considered questions of operations, and the proposed purpose of the Ministry of Communications is to endeavor to develop designs and methods which will incorporate the best practices of railroads in all countries, and which will enable the lines of the Chinese Government Railways to order materials or equipment from any country on a basis that will be advantageous to China and fair to foreign manufacturers.

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That the pleasant weather in Tokio in the fall will be no beneficial to his health that it may not be necessary for him to go to Numazu to stay for an extended period of time, as he did in the spring of last year, is thought probable.

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Find It Necessary to Watch Christian Buildings.

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BIG PACIFIC LINER READY NEXT MONTH

First of U. S. Shipping Board Vessels Will Be Assigned to the Admiral Line.

SEATTLE, Oct. 9.—The first of the new United States Shipping Board passenger liners to be delivered to the trans-Pacific shipping companies will be the Wenatchee, which is expected to be ready to leave for Seattle from the latter part of November, according to S. G. McMicken, general passenger agent of the Admiral Line, who recently returned from Camden, N. J., where he had inspected the new steamer. The Wenatchee will go to the Admiral Line.

Mr. McMicken said the Wenatchee will carry an intercoastal excursion from New York to Seattle via the Panama Canal on her maiden voyage. The Keystone State, which will be the second vessel of the line, will be delivered about sixty days after the Wenatchee. Nineteen passenger vessels are being constructed for the Shipping Board, twelve of which will be of one size and seven smaller. Five of the large ships will be assigned to the Admiral Line for the run between Seattle and the Orient, and five to the Pacific Mail Steamship Company to be operated between San Francisco and the Far East via Honolulu.

"The new ships will be the last word in ship construction," Mr. McMicken said. "The principal cabins will have twin beds and there will be many rooms with private bath. The cabins and staterooms will be heated with electricity, and the summer season electric fans will be provided. There will be verandas and promenade decks enclosed in glass.

The larger vessels measure 535 feet in length and 50 feet deep. They are commonly spoken of as 13,000 deadweight ton vessels, although the displacement is 20,000 tons. Each ship will have a transporting capacity of 10,000 tons of cargo. They will be oil burning and carry their bunkers in the hull bottom, giving a steaming radius of 11,000 miles. The ships are twin screw and will be capable of making seventeen and a half knots. Each vessel will have accommodations for 320 first class passengers and 250 third class. No second class accommodations will be provided.

Each vessel has four complete decks—a shelter deck, full shade deck, bridge deck, upon which are the mainmast, class social hall and the first class smoking room, and a bridge deck, with the officers' quarters.

JAPANESE WELCOME LOS ANGELES LINE

Expert Says New Steamship Service Will Benefit His Countrymen in California.

TOKIO, Sept. 12.—Considerable interest is attached in Japanese shipping circles to the arrangements of the Los Angeles Pacific Steamship Company for the inauguration of a shipping service from Los Angeles to Yokohama and other Oriental ports.

While admitting the important effect which the new service will have on Japanese shipping a Japanese marine expert welcomes it as a contribution to the development of trade between Japan and the center of Japanese immigration in America. He says:

"Of late America has come to pay much attention to the Orient, and the opening of a direct service to the Oriental ports, with Yokohama as a center, by the Los Angeles Steamship Company for particular attention. We should carefully consider what effect the new service will have on Yokohama. The Japanese in California will benefit considerably from the new service, and it will greatly facilitate the trade between that part of America and the Orient, including, of course, Japan."

The Los Angeles Steamship Company will employ large vessels of between 12,000 and 18,000 tons, and it is said that Los Angeles will become an important center of shipping in the future. This fact makes all the more welcome the new service between Los Angeles and other Oriental ports.

The Chambers of Commerce of Tokio, Hakodate, Yokohama, Osaka, Kyoto, Nagoya, Nagasaki and Kobe held a joint conference here with a view to deciding on policies in connection with the dwindling condition of Japan's foreign commerce and the hearing of the United States shipping policy on Japan's trade.

According to the reports presented the proposal to deal with the dwindling condition of Japan's external commerce was made with a view of disposing of the surplus stocks of commodities from which Japan's business circles, especially exporters, have been suffering.

The reports also touched on America's commercial activity in China in contrast to Japan's loss of business in neighboring republic. It was decided at the close of the debate to consult the Government in regard to the advisability of establishing a new policy of financing export business.

The relation of the United States shipping law to Japan's ocean borne commerce was also under discussion, but Japan's loss of business to come to any decision on the problem.

With the opening of the new wireless station in Fukuoka Prefecture, which is expected to be inaugurated soon, reports are being circulated to the effect that the rates to America will undercut cable rates approximately one-third for outgoing messages. It is reported that on Sept. 14 sen will be the rate to San Francisco per word, and to Harbin 1 yen 20 sen.

It is also reported that the completion of the new station will mean the Panama-had wireless station will be used exclusively by the navy.

HIGH GRADE IRON ORE IS FOUND IN INDIA

Enormous Beds Opened in Several Localities.

Important deposits of high grade iron ore, most hematite associated with banded jasper, have recently been opened in India. The best known deposits are those of Mayurbhanj and Singhbhum in Bihar and Orissa, Chanda and Bhubaneswar in the central provinces, Kadir and Mysore, and Goa.

The Mayurbhanj deposits are being worked by the Tata Iron and Steel company at Gummarshi, where a lease of hematite has been proved to contain 15,000,000 tons for every ten feet of depth. This averages over 60 per cent. iron; manganese, 18 per cent.; sulphur, .01 per cent., and phosphorus, .03 per cent.

The reserves of high grade ore already proved in India are not only safely put at several hundred million tons, and the prospects are said to be favorable for the existence of very much larger quantities.

TRADE DULL IN TIENTSIN.

Money Stringency and High Prices the Cause.

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The fact, however, that the exports of Tientsin consist largely of staple raw materials and food stuffs renders it probable that the export demand will assume normal proportions as soon as accumulated stocks in other countries are absorbed by manufacturers.

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SHIPPING CONCERNS AGREE ON TERMS

Increase in Pacific Fleets and Falling Off in Freight the Cause.

YOKOHAMA, Sept. 15.—With the increasing number of ships operating in the Pacific competition in the absorption of cargo has grown keener, and the recent freight conferences in Kobe and Yokohama between American and Japanese shipping companies were intended to eliminate this competition by establishing a conventional scale of freight rates.

It is understood that the freight agreement will be put into effect early in October. However, there cannot be any appreciable improvement in the freight situation if the present falling off in the movements of cargo continues. It is said that a certain steamship could get only ninety tons of cargo in Japan for her trip to America.

Of the steamships operating in the Pacific American ships show the greatest increase, especially tramp steamships. According to the investigations of the Japan Shipowners Union three American regular liners totaling 23,974 tons, and twenty-eight irregular steamships totaling 174,574 tons, were operating in the Pacific last June. In the corresponding month of last year America was operating only three regular liners with 17,456 tons, and three irregular steamships with 21,141 tons.

In contrast to the great increase in the American tonnage Japanese ships operating in the Pacific show a considerable decrease in number, though their tonnage has increased. Last June 12 regular liners, totaling 140,940 tons, and 22 irregular steamships with 120,670 tons, were engaged in the Pacific, while in the corresponding month of last year America was operating only three regular liners with 17,456 tons, and three irregular steamships with 21,141 tons.

There is little change in the British steamships. Last June, as in June, 1919, three British irregular steamships were operating in the Pacific, but this year's tonnage is 21,398 tons, as against 22,788 tons last year. In June this year one Norwegian steamship of 3,474 tons was engaged in the Pacific trade, but no vessel of Norwegian nationality was to be found on the Pacific run in June last year.

SINGAPORE'S TRADE GROWS.

Increase of 50 Per Cent. Shown in Year.

SINGAPORE, Sept. 10.—Reports of the Kwantan Government reveal that the volume of trade for 1919 amounted to \$5,500,000, as compared with \$3,616,000 in 1918, representing an increase of over 50 per cent. Exports were valued at \$3,109,000 and imports at \$2,381,000. Large increases were noted in the exports of rubber, copra and iron ware.

Of the \$70,000 expended by the Department of Public Works against \$62,000 in 1918, \$40,000 was spent on roads, streets and bridges, and \$16,000 on works and buildings. In many parts of the city bridges are still necessary, as pedestrian passage only is possible. The completion of bridges for heavy carriages and carts over the Nal is planned.

NEW LINE FOR ORIENT.

Vessel Will Run Between Nagasaki and Shanghai.

The Nippon Yusen Kaisha, according to commercial advice, has decided to start a Nagasaki-Shanghai direct service, with a vessel of 6,000 tons, which is now being ordered in England.

It is estimated that this new service will shorten the period taken to travel from Japan to China by one-third of the former time. The vessel which will operate the new service will be fitted with wireless apparatus and all the most modern conveniences.

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